



S-E-C-R-E-T

25X1

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4. Northeast of Point Ochakov there was a small pier at which two MTBs and several small tugs were moored. Operations appeared to be in progress for the construction of a small port. A floating crane was working near the pier. The crane was mounted on two pontoons which were coupled together and connected by crossties. The crane traveled on the crossties.
5. No installations of any importance were observed along the northern and southern coast of Kherson Bay. There was a safe depth of 23 feet in the channel. The many alignment beacons and other navigational aids which informant noticed on the trip to Kherson were in good operating condition.
6. At the entrance to the Rvach canal there were two moles constructed of large rocks. A bucket dredge worked day and night nearby to maintain a depth of between 22 and 23 feet in the canal.
7. As can be seen from Sketch No. 1 on page 7, a petroleum storage area was located on the right bank of the canal, not far from Malyy Potemkin Island. Fourteen cylindrical tanks were under construction. Each tank had an estimated capacity of between 6,000 and 7,000 tons. Four of the tanks were almost finished. Four berths were under construction on the bank of the canal. Pipelines were being laid and outlets installed.
8. When [ ] ship reached Kherson, it anchored in the middle of the river where the depth was 30 feet. The inspection commission consisted of health, customs and border guards representatives. A clean bill of health was issued. Men's and women's clothing, cameras and the radio transmitter were sealed. Tobacco and alcoholic beverages were left unsealed. All foreign currency aboard ship had to be declared. There were no restrictions on the expenditure of foreign currency ashore. [ ] foreign currency was most welcome. However, Soviet money could not be brought into the USSR. The inspection lasted about one and one-half hours, during which time the crew remained assembled amidships. The members of the inspection commission, probably obeying orders from higher authorities, acted in a courteous and quite cordial manner. 25X1
9. [ ] ship berthed at the quay [ ] and started loading pig iron. The only other merchant vessels in the port were the Bulgarian vessel previously mentioned, which loaded rolls of paper in Kherson, and a [ ] ship which loaded grain at the quay in front of the elevator. 25X1
10. As is illustrated on Sketches Nos. 1 and 2, a shipyard of considerable size extended along the southern shore of Karantiny Island. Workshops, marine railways and cranes were located in the positions indicated on the sketches. At the shipyard there was also a metal framework, on top of which cranes, of the type usually found in naval shipyards, traveled. A 15,000 DWT tanker, on whose hull construction work was almost complete, was in the yard, apparently awaiting fitting-out. This vessel had been red-leaded. [ ] 25X1
11. A 6,000 to 7,000 - ton tanker was undergoing repairs off the western shore of Karantiny Island, at the location indicated on Sketch No. 1. 25X1
12. West of the shipyard described in Para. 10, work was in progress on a floating drydock made of reinforced concrete. This drydock was on land. Two other floating drydocks, also made of reinforced concrete, were under construction in the water offshore. Work on them seemed to be about finished. The drydocks in the water each had a capacity of about 10,000 tons, but they were constructed so that they could be connected and their capacity doubled. A fourth floating drydock, of steel construction, with a capacity of between 2,000 and 3,000 tons, was moored inside one of the basins on the left side of the canal. (see Sketch No. 2.)

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13. A shipyard which was probably used for the construction, maintenance and repair of harbor craft or small naval vessels was located on the eastern shore of Karantyny Island, along the Koshevaya Channel. There was a marine railway at this shipyard.
14. A high arched bridge over the Koshevaya Channel connected Karantyny Island with Kherson. The tugboats, lighters, and other small harbor craft which informant saw passing beneath the bridge and heading upstream presumably were headed for a mooring area.
15. There was a grain elevator at the upstream end of the main quay at Kherson. A short distance downstream from the elevator there was a small basin and inland from the basin, a gas works. The gas works was located farther west of the basin than Sketch No. 2 indicates. The three chimneys represented by circles on the sketch were actually situated quite a distance from the basin. They were built of masonry. Behind the chimneys, in the area indicated on the sketch by a rectangle, there was a large storage area.
16. The main quay of the port began beyond the bend in the shoreline. (See Sketch No. 2.) The quay was constructed of wood toward its upstream end and was supported by wooden pilings. The depth was 17 feet at the quayside. Two electric-driven slewing jib cranes, each of which had an estimated capacity of 3,000 (sic) tons, traveled on tracks along this part of the quay. A third crane of the same type, which apparently had toppled over accidentally, was under repair.
17. Further downstream the quay was constructed of masonry. At various points there were breaks in the quay. The depth was 22 feet, five meters from the quay. There were two cranes which had about the same capacity as those described in the preceding paragraph. Each of these cranes had its own electric generator powered by a diesel engine. The main quay was in good operating condition. Railroad tracks were being laid down or repaired. In the storage areas along the quay there were large piles of pig iron and coal. Pig iron was transported to the port from the interior in railroad cars, each of which had a capacity of about 60 tons. Coal was also transported to the port by rail. Lighters were constantly unloading bauxite from Hungary at the quay.
18. Just beyond the large bend in the shoreline, near the confluence of the Koshevaya Channel and the Dnepr River, the depths along the quay decreased to 15 feet and less. No loading or unloading operations were performed here and no mechanical cargo-handling equipment was visible. At the entrance to the Koshevaya Channel there was a berth used by the 1,500-ton paddle-wheeled river steamers which plied between Kiev and Kherson. There was daily service to and from Kherson; and every evening at 1800 hours, the arriving steamer took the place of the departing steamer at the berth. The trip to Kiev took three days. The quay extending north of the river steamer berth was used by small local vessels to load and unload passengers and cargo.
19. There was continuous MIG-15 jet aircraft activity over Kherson. No more than two aircraft were sighted in flight at any one time. An airfield was probably located northwest of the city. MIG-15 jet aircraft were constantly taking off in this area, apparently for the purpose of performing exercises singly.
20. The only naval vessel sighted at Kherson was an old river gunboat.  the cruiser TASHKENT and the ex-EUGENIO DI SAVOIA were in Sevastopol.1
21. The shops in the city of Kherson were dreary and the townspeople, unlike the smiling Soviet citizens in newspaper photographs, seemed grave. They seldom stopped to converse. The only produce for sale in the vegetable market was cabbage. At several stores there were lines of women waiting to buy bread.
22. After loading was completed and after the ship had been given a summary inspection, the pilot came aboard. He was accompanied by a border guard captain and a border guard noncommissioned officer. The ship then left port.

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Port of Odessa

23. Prior to entering the port, [ ] ship anchored in the Odessa roads for five hours. The ship then entered the port and moored at the quarantine mole to bunker. There was no inspection. The ship bunkered from barges. 25X1
24. Commercial traffic in Odessa harbor [ ] was light. The following observations were made of merchant and naval shipping: 25X1
- a. Two Soviet merchant ships of medium tonnage were under repair in the quarantine harbor. A 10,000-ton Soviet dry cargo vessel was being fitted out in the quarantine harbor at the quay in front of the customs house. This vessel had a streamlined superstructure and a hull of modern design.
  - b. A 5,000- to 6,000-ton Soviet steamer was loading or unloading at the northern side of the Platonovskiy mole.
  - c. Two 5,000- to 6,000-ton steamers were at the quay between the Platonovskiy and New moles.
  - d. A [ ] steamer was loading coal at the southern side of the New mole. 25X1
  - e. An old river gunboat was anchored at a point halfway between the heads of the New and Platonovskiy moles.
  - f. A vessel having an estimated displacement of 3,000 tons, which [ ] was a cruiser (sic), was anchored in the naval basin. Only the stacks, mast and circular radar screen of this vessel were visible. 25X1  
25X1
  - g. Three ships having a combined tonnage of between 8,000 and 12,000 were undergoing repairs in the three floating drydocks in the repair basin. One drydock was of steel construction and the other two were made of reinforced concrete. The three drydocks each had a capacity of 10,000 tons.
  - h. Several tankers were at the northern mole of the petroleum harbor.
  - i. At the inner side of the rectilinear breakwater were moored some tankers, each of which displaced between 4,000 and 5,000 tons; one or two 1,500-ton paddle-wheeled river steamers, and various harbor craft. The tankers were loaded with fuel oil.
  - j. The training ship DUNAY was anchored in the roads, about two miles out of port.
25. Bunkering operations lasted ten hours. After they were completed the usual inspection was conducted. The inspection commission was on board ship for one and one-quarter hours. Because of the tide, tug assistance was requested and payment for the tug was made prior to the time of departure. [ ] ship waited for the tug for two hours, and then, the tide being favorable, left the harbor under its own steam. 25X1
26. There were no buildings worthy of note and no coastal defenses along the coast between Odessa and Point Lanzheron (N 46-29, E 30-46), nor did there appear to be a torpedo firing range in the area. [ ] the firing range installations could have been skillfully camouflaged. 25X1  
25X1
- Crimean Peninsula
27. [ ] ship was sailing northeast of Cape Kherson (N 44-35, E 33-23), [ ] a cruiser performing maneuvers in the Gulf of Sevastopol. Observation of this vessel was made difficult by fog. As soon as [ ] ship came into sight the cruiser departed under full steam. 25X1  
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25X1

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28. There was a lighthouse on Cape Kherson (N 44-35, E 33-23) and adjacent to the lighthouse, a lookout and signal station. The light, which was visible for 22 miles, was on top of a high white masonry tower. [ ] the radio beacon from this signal station and the various other Soviet radio beacons and maritime signals [ ] while [ ] ship was navigating in the Black Sea operated well. 25X1
29. An airfield of considerable size was situated southeast of Cape Kherson. One aircraft was parked on the field. 25X1
30. When [ ] ship was in the vicinity of Cape Sarych (N 44-24, E 33-48), two medium-range submarines, escorted by a patrol vessel, were sighted coming from the direction of Cape Aytodor (N 44-27, E 34-09). The patrol vessel, which resembled an MTB or a gunboat, was flying a flag signaling the presence of submarines. [ ] northeast of Cape Aytodor and away from the shipping lanes there was a submarine base or an area used for submarine exercises. 25X1
- Port of Poti
31. Searchlights systematically scanned the sky and sea at regular intervals and followed [ ] ship as it traveled along the coast north of Poti. When it was not far from Poti, [ ] ship reduced its speed so as not to arrive in the port during the night hours. A searchlight was trained upon the ship immediately and a motor patrol vessel approached and inquired the name of the ship and the reason for its reduced speed. This patrol vessel remained close to [ ] ship for the remaining distance into port. 25X1
32. [ ] ship arrived in the port in the morning and berthed at the southern quay of the naval yard basin, [ ] physician and border guard and customs officials. The inspection visit lasted one hour. 25X1
33. Approximately 300 meters north of the head of the outer western mole there was a buoy equipped with a whistling sound signal. On the inner side of the mole there were harbor defense nets supported by cylindrical buoys. These nets were used to close the outer and inner entrances to the port. The inner entrance was located between the western mole and the mole at Point C. 25X1
34. The naval harbor, which is located at Point A on Sketch No. 3, lay to the east as one entered the port. The northern mole of this harbor had been extended. (See dotted lines on the sketch.) At the shore end of the northern mole there was a floating shearlegs crane on a pontoon. [ ] the crane's lifting capacity at 100 tons. Presumably the crane assisted in construction work on the northern mole. It was probably also used for repair and maintenance operations in the port. 25X1
35. Three MTBs, and three old destroyers which were probably SHORM Class, were moored stern-to at the quay of the naval harbor, as can be seen on the sketch. On the shore there were some low buildings which were probably used by naval personnel.
36. There was a shoal area south of the naval harbor. (See Point B.) On the shore there was a building which [ ] was a central thermo-electric station. 25X1
37. The pier at Point C was used for manganese-loading and coal-handling operations. There were cranes on the pier. Three old Soviet vessels of medium tonnage were berthed at the southern side of the pier.
38. The trapezoidal quay at Point D and the rectilinear quay at Point E were also used for loading manganese and for handling coal. The depth was 26.5 feet at these two quays. Two ships were taking on cargo here: the [ ] ship [ ], and a Soviet ship which displaced an estimated 5,000 to 6,000 tons. 25X1

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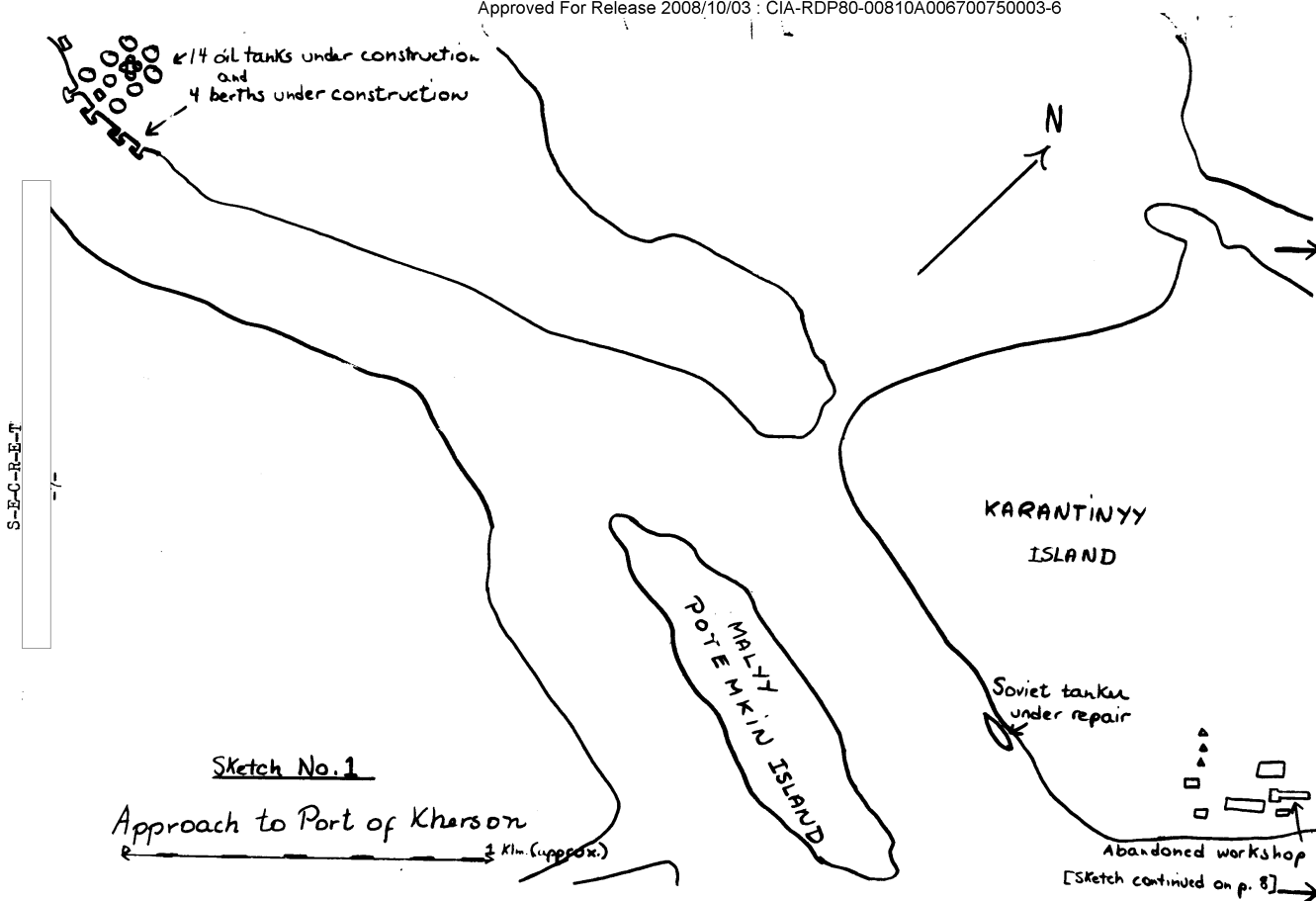
25X1

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39. On the naval shipyard quay at Point F there were several buildings, connected with the shipyard, which housed workshops. [redacted] repair work was performed at this shipyard. An MTB and two destroyer escorts were moored stern-to at the quay. The destroyer escorts, each of which displaced about 800 tons, were rather antiquated and were equipped with old-type radar. At the quay also there was a steel floating drydock with a capacity of between 3,000 and 4,000 tons. An MTB and a 500- to 600-ton submarine were in the drydock. Alongside the drydock was a 10,000-ton vessel [redacted] more likely a submarine depot ship than a transport. Three old 500-ton submarines were undergoing repairs alongside this ship. [redacted] the submarines were not equipped with snorkels and were in a poor state of repair. The depot ship appeared to be of German construction and may have been received by the Soviets as war reparations. It had a narrow stern, straight bow and cylindrical stack. The direction finder antennas were situated on top of the two masts. 25X1
40. On the southern quay at Point G there were several warehouses where miscellaneous goods such as cotton, potatoes, onions, and manufactured products were stored. [redacted] ship loaded cotton from one of these warehouses. The depth at the quay was about 23 feet. Most of the loading was accomplished by fork lifts [redacted]. A few cranes also assisted in the loading operations. There were piles of pig iron on the quay. The pig iron was loaded into railroad cars for shipment inland. 25X1
41. [redacted] ship completed loading at the maritime station pier, which is located at Points H and I on Sketch No. 3.<sup>2</sup> The depth two meters from the pier was 26 feet. There were no mechanical cargo-handling facilities. Cotton and mixed cargo goods were stored in several warehouses. A restaurant which had a garden was located at the northern corner of the pier; and a lookout station which kept in constant communication with the lookout station at the head of the pier at Point C was situated at the southern corner. A harbor police motor patrol vessel was moored at the northern side and near the shore end of the pier. (See sketch.) Its flag differed from that of a Soviet Navy patrol vessel in that the star and hammer and sickle were set on a green rather than a white field. The patrol vessel was about 20 meters long. Its armament consisted of an Oerlikon gun, [redacted] located forward, which could be used as an antiaircraft weapon, two 13 mm machine guns, and eight depth charges. The vessel was also equipped with naval binoculars mounted on a fixed tripod. 25X1
42. A building [redacted] believed was a grain elevator was situated some distance back from the shore and did not appear to be in operation. 25X1
43. [redacted] a submarine entered the harbor and anchored off the maritime station pier. This vessel was similar to the submarines moored at the naval shipyard quay. However its hull was painted a shining light gray. It remained in port several hours. 25X1
44. [redacted] ship was escorted out of port for a distance of about 12 miles by a police motor patrol vessel. 25X1
1. [redacted] Comment. [redacted] No information is available on the TASHKENT. 25X1
2. [redacted] Comment. Point I is not indicated on the sketch map. 25X1

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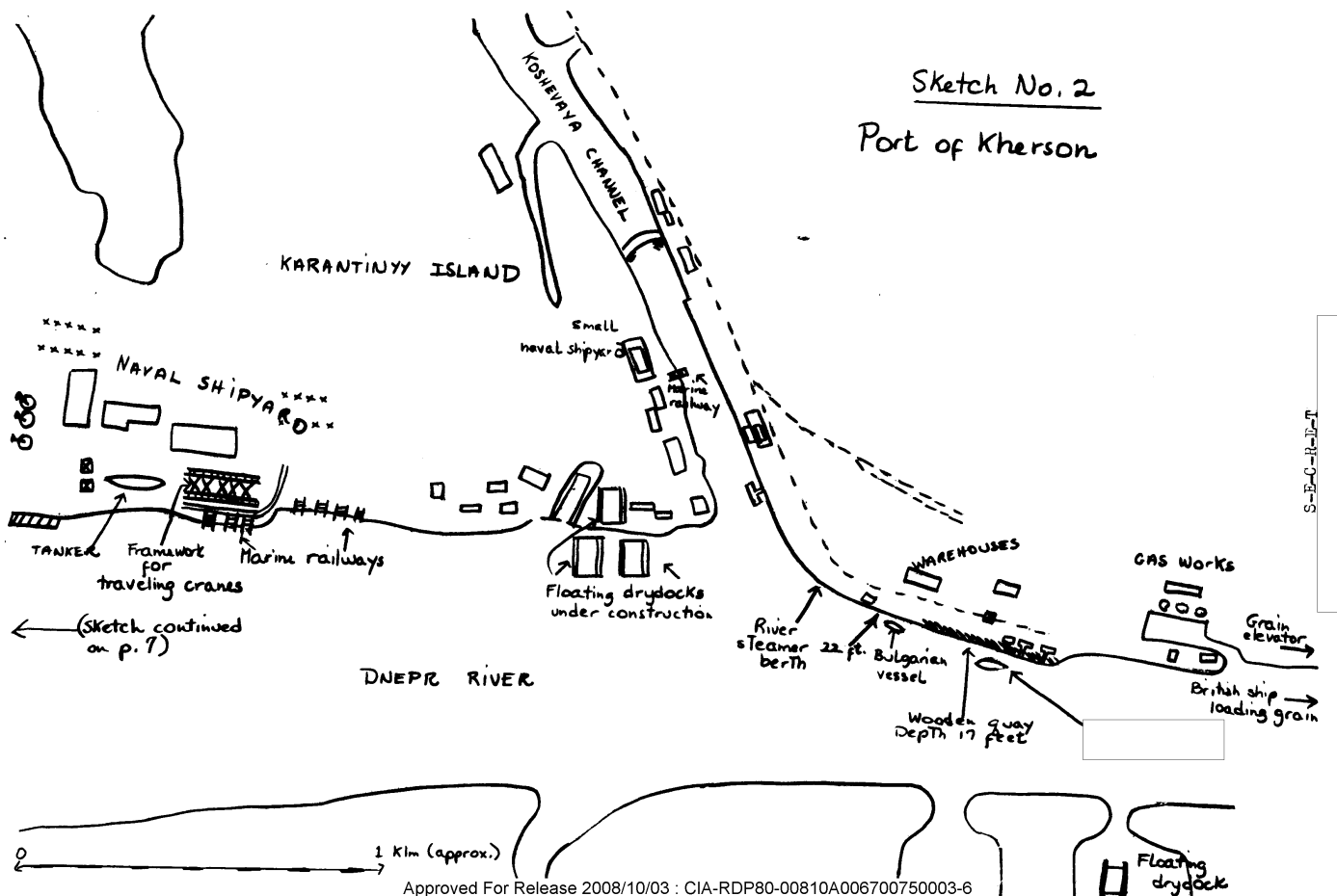
25X1



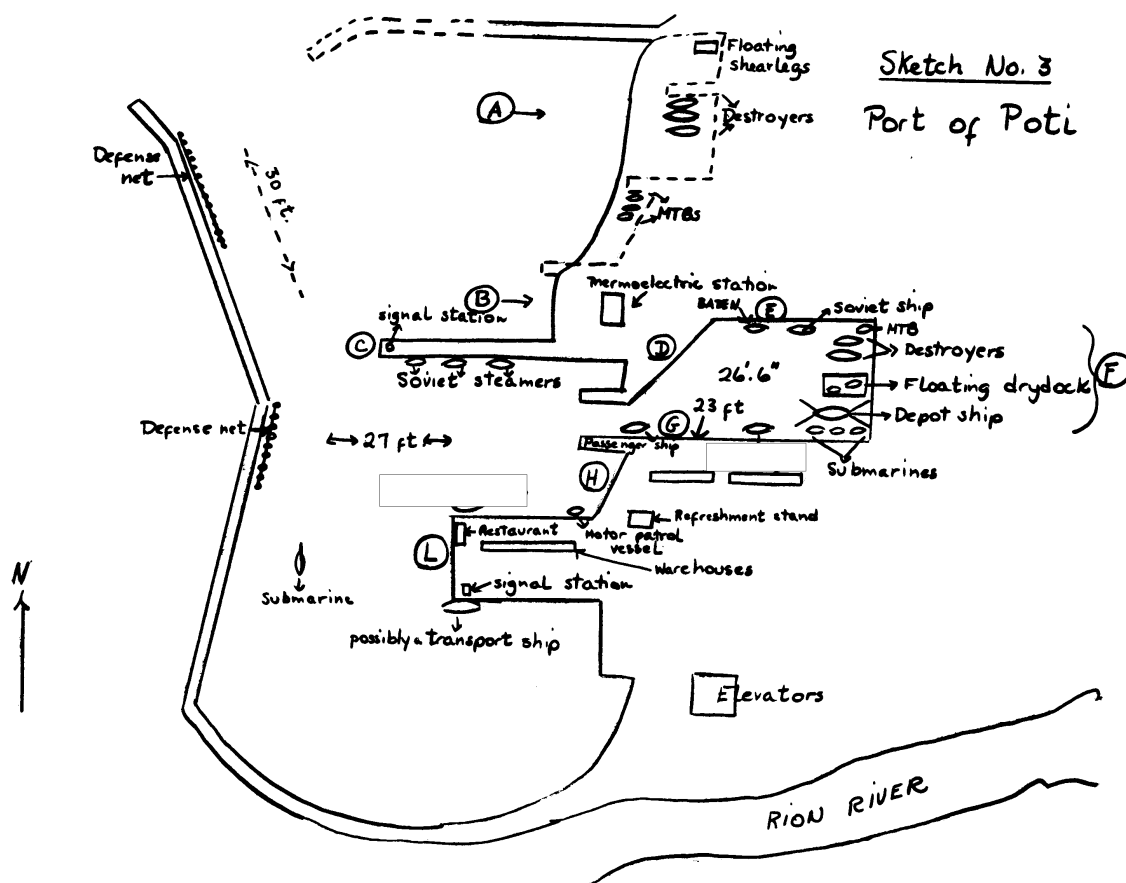
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Sketch No. 2  
Port of Kherson







25X1

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